

Re:

Senate Bill 483

The Great River Road is a scenic byway that runs along the Mississippi River from Pepin to Crawford Counties. It then crosses into Iowa. The portion of the route in Grant County is not designated.

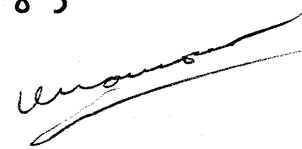
Presently, the Grant County portion of the Great River Road from Prairie du Chien to Cassville runs on State Highways 18 and 133. At some points, it is six or more miles away from the Mississippi River - the scenic attraction the Road is supposed to highlight.

This bill re-routes the Grant County portion closer to the Mississippi, using County Trunk highways. Senator Schultz and Representative Brandemuehl have worked with Grant County, the Department of Transportation (DOT) and the Mississippi River Parkway Commission to change the route designation to county trunk highways that are closer to the Mississippi to improve the quality of this scenic attraction.

In 1981, the DOT determined that it is permissible to re-route federally designated portions of the Great River Road along county trunk highways when a portion of the Road in Pepin County was changed to county trunk highways.

Changing the route makes the Grant County portion a greater benefit to the southwest Wisconsin tourism. Running closer to the river will encourage travelers who normally cross into Iowa to remain in Wisconsin. Villa Louis in Prairie du Chien, Nelson Dewey State Park in Cassville, Wyalusing State Park, Pendarvis in Mineral Point and the First Territorial State Capitol in Belmont are examples of tourism sites that would benefit from this change.

1993 SENATE BILL 483



October 5, 1993 - Introduced by Senators SCHULTZ, RUDE, CLAUSING and MOEN; cosponsored by Representatives BRANDEMUEHL, MEYER, FREESE, JOHNSRUD, GRONEMUS, ROBERTS, STOWER and HARSDORF. Referred to Committee on Transportation, Agriculture, Local and Rural Affairs.

- 1 AN ACT to amend 84.105 (2) and 84.30 (2) (em) of the statutes, relating to
2 the Great River Road in Wisconsin.

Analysis by the Legislative Reference Bureau

Under current law, the Great River Road in Wisconsin consists of a highway route along the Mississippi river that is officially designated by the department of transportation (DOT) and approved by the federal government. The federally approved Great River Road system is designed to provide a scenic route along the Mississippi river in this country.

This bill specifies that the Great River Road in Wisconsin includes any existing route of the Great River Road that is not part of the federally approved system.

For further information see the state and local fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly,
do enact as follows:

- 3 SECTION 1. 84.105 (2) of the statutes is amended to read:
4 84.105 (2) DEFINITIONS. For the purposes of this section, all terms
5 applying to any parkway, such as "secretary", "parkway", "scenic
6 landscape", "sightly or safety easement", "access", "parkway road",
7 "parkway development", "national parkway", "frontage", and other or simi-
8 lar terms, which are defined in any act of the United States Congress
9 applicable to such national parkway, shall have the meanings set forth in
10 such act. The term "national parkway" as used in this section shall mean
11 and include the Great River Road and appurtenances thereto, as provided in

1 section 14 of P.L. 83-350, and any existing route of the Great River Road
2 in this state that is not part of the federally approved system, or any
3 other parkway or road in Wisconsin projected in general accordance with
4 the recommended plan set forth in the joint report submitted to the con-
5 gress November 28, 1951, by the secretaries of commerce and interior pur-
6 suant to the act of August 24, 1949 (P.L. 81-262) to the end that the
7 department shall have authority to act with reference to them as provided
8 by this section.

9 SECTION 2. 84.30 (2) (em) of the statutes is amended to read:

10 84.30 (2) (em) "Great River Road" means any highway officially
11 designated as part of the Great River Road system by the department and
12 approved by the appropriate authority of the federal government, and any
13 existing route of the Great River Road in this state that is not part of
14 the federally approved system. Signs along the Great River Road shall be
15 regulated as are signs along primary highways.

16 (End)

1993 SENATE BILL 483

1993 Session

LRB or Bill No./Adm. Rule No.

SB 483

Amendment No. if Applicable

FISCAL ESTIMATE

☒ ORIGINAL
☐ CORRECTED☐ UPDATED
☐ SUPPLEMENTAL

DOA-2048 (R10/92)

Subject

Additions to Great River Road System

Fiscal Effect

State: ☐ No State Fiscal EffectCheck columns below only if bill makes a direct appropriation
or affects a sum sufficient appropriation.☒ Increase Costs - May be possible to Absorb
Within Agency's Budget ☐ Yes ☐ No☐ Increase Existing Appropriation ☒ Increase Existing Revenues
☐ Decrease Existing Appropriation ☐ Decrease Existing Revenues
☐ Create New Appropriation☐ Decrease CostsLocal: ☐ No local government costs1. ☒ Increase Costs
☒ Permissive ☐ Mandatory3. ☐ Increase Revenues
☐ Permissive ☐ Mandatory

5. Types of Local Governmental Units Affected:

2. ☐ Decrease Costs
☐ Permissive ☐ Mandatory4. ☐ Decrease Revenues
☐ Permissive ☐ Mandatory☐ Towns ☐ Villages ☐ Cities
☐ Counties ☐ Others _____
☐ School Districts ☐ VTAE Districts

Fund Sources Affected

☐ GPR ☐ FED ☐ PRO ☐ PRS ☐ SEG ☐ SEG-S

Affected Ch. 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate

The Department presently controls outdoor advertising signs along the FAP*, interstate and Great River Roads. The route added as a result of this bill would be minor compared to the total.

The Department and/or Grant County would be responsible for installation of GRR signs along the additional 25 - 30 miles. Also, there may be a need for some pavement markings (edgeline and centerline) and roadway signing along the route.

*Federal Aid Primary System

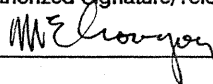
Long-Range Fiscal Implications

Funding for any additional maintenance and/or improvements may not be federal eligible.

Agency/Prepared by: (Name & Phone No.)

DOT/DOH Robert A. Hardie (608) 266-3813

Authorized Signature/Telephone No.



266-2914

Date

10/14/93

FISCAL ESTIMATE WORKSHEET

1993 Session

Detailed Estimate of Annual Fiscal Effect ☐ ORIGINAL ☐ UPDATED
 DOA-2047(R10/92) ☐ CORRECTED ☐ SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.
SB 483

Amendment No.

Subject Addition of routes to Great River Road System

- I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):
 \$50,000 for GRR signs and pavement marking

II. Annualized Costs:		Annualized Fiscal impact on State funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$ 3,000	\$ -
(FTE Position Changes)		(FTE)	(- FTE)
State Operations - Other Costs			-
Local Assistance			-
Aids to Individuals or Organizations			-
TOTAL State Costs by Category		\$ 3,000	\$ -
B. State Costs by Source of Funds		Increased Costs	Decreased Costs
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S			-
III. State Revenues- Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)		Increased Rev.	Decreased Rev.
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
TOTAL State Revenues		\$	\$ -

NET ANNUALIZED FISCAL IMPACT

STATELOCAL

NET CHANGE IN COSTS \$ 3,000 \$

NET CHANGE IN REVENUES \$ \$

Agency/Prepared by: (Name & Phone No.)
 DOT/DOH Robert A. Hardie (608) 266-3813

Authorized Signature/Telephone No.

M. Z. H. H.

266-2914

Date

10/14/93

SENATE SUBSTITUTE AMENDMENT 1,
TO 1993 SENATE BILL 483

February 3, 1994 - Offered by COMMITTEE ON TRANSPORTATION, AGRICULTURE,
LOCAL AND RURAL AFFAIRS.

1 AN ACT to amend 84.30 (2) (em); and to create 84.107 of the statutes,
2 relating to designating and marking a certain highway route as the
3 "Great River Road".

The people of the state of Wisconsin, represented in senate and assembly,
do enact as follows:

4 SECTION 1. 84.107 of the statutes is created to read:
5 84.107 GREAT RIVER ROAD. (1) The department shall designate and
6 mark as the "Great River Road" the route in Grant, Crawford, Vernon, La
7 Crosse, Trempealeau, Buffalo, Pepin and Pierce counties commencing at the
8 Wisconsin-Illinois border and proceeding northerly on STH 35 to its junc-
9 tion with STH 133; then proceeding westerly on STH 133 to its junction
10 with CTH "VV" near Cassville; then proceeding northerly on CTH "VV" to its
11 junction with CTH "A"; then proceeding westerly on CTH "A" to its junction
12 with CTH "X" in Bagley; then proceeding northerly on CTH "X" to its junc-
13 tion with CTH "C"; then proceeding easterly on CTH "C" to its junction
14 with STH 35, with all of the preceding highways in Grant county; then
15 proceeding northerly on STH 35 to its junction with USH 10 in Pierce
16 county; then proceeding westerly on USH 10 to the Wisconsin-Minnesota
17 border.

(2) If the department, after investigations and studies, finds that any proposed Great River Road development is advantageous to the state, it shall have full authority to perform, on behalf of the state, each and every duty required of the state, in order to secure and complete the proposed development project. For the purposes of such development projects, the Great River Road shall be a portion of the state trunk highway system.

8 SECTION 2. 84.30 (2) (em) of the statutes is amended to read:

9 84.30 (2) (em) "Great River Road" means any highway officially
10 designated as part of the Great River Road system by the department and
11 approved by the appropriate authority of the federal government and any
12 highway designated as part of the Great River Road under s. 84.107. Signs
13 along the Great River Road shall be regulated as are signs along primary
14 highways.

15 (End)

10 (End)